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theoretical discussions of points not yet settled. The only part that appeals to the non-professional reader is the chapter on interstate transportation; and as this chapter is only forty-four pages long, it is not surprising to find that the treatment is somewhat scanty; indeed, chiefly a paraphrase of the interstate commerce act and the railway rate act. The appendix presents the railway rate act in full.

The Power to Regulate Corporations and Commerce. By FRANK HENDRICK. (New York: G. P. Putnam's Sons. 1906. Pp. lxxii, 516.)

Although this book is obviously prepared not for lawyers but for the general reader, it contains, after the fashion of law books, a table of cases; and this table, comprising almost two thousand references, proves the author's diligence. The book suffers from two disadvantages. One disadvantage is an introductory chapter so slightly connected with the topic as to turn many readers away; and the other is the author's mystical literary style. Sometimes—as on pp. 59, 67, 74–76, 216—the reader, perplexed by what certainly seems to be novel and unsound doctrine, is compelled to believe that he does not grasp the author's real meaning.

Smith, Sir Thomas. De Republica Anglorum. Edited by L. ALSTON, with a Preface by F. W. MAITLAND. (New York: G. P. Putnam's Sons; Cambridge University Press. 1906. Pp. xi, 210.)

Students of English constitutional history, as well as those interested in the history of political literature will welcome the new and critical edition of this work of Elizabeth's secretary of state, and ambassador to France. In his introduction the editor observes that in Smith's case, as is so often done in other cases, modern views have been read into the text which, upon closer study, it would appear that the author had not held. This has been true especially with reference to the ascription to Sir Thomas of the modern doctrine of the legally absolute and sovereign power of parliament. It would appear from its use in other connections that the term "absolute" had not a very definite meaning in the writer's mind, and that "sovereignty" is not used in the modern sense as the supreme will of the State as an abstract political person.

The text followed is that of the first edition of 1583, and the spelling of the original is retained. In appendices are given references to later editions, and extracts from the *Description of England*, by Harrison, between whom and Sir Thomas there were mutual borrowings.

The care with which the original text is reproduced and the critical apparatus furnished in the introduction and appendices would seem to render this a definitive edition of the work.

New England Town Law: A Digest of Statutes and Decisions Concerning Towns and Town Officers. By JAMES S. GARLAND. (Boston: The Boston Book Company. 1906. Pp. xxxi, 894.)

As its title indicates the main body of this work is a digest of statutes and judicial decisions intended, primarily, for practicing lawyers and public officials. The law in each of the six New England States is printed and paged separately. But a uniform system of headings, arranged alphabetically from assessors to weights and measures, permits an easy comparison of the established provisions in the different States, which is further aided by a common index to the whole volume. This method of arrangement serves to make the volume of no little value also to students of political science, as a work of reference and collection of materials on this important branch of American local government.

A general introduction of eighty-three pages and brief introductions to the sections on each State add still further to the value of the book to the general reader interested in the New England towns either in their historical or present day aspects. In the general introduction free use has been made of local histories and historical monographs, and this adds a good deal to the summary of the existing law. But this part of the work falls short of being what it might have been made—in itself a careful, systematic discussion of the New England town as a living political institution. This is indicated at first glance by the fact that the long introduction is not clearly marked off into divisions, and although the page headings show a succession of topics these are by no means well classified. But the greatest weakness is the fact that, apart from the historical material, the language is that of the legal digest. There are few broad